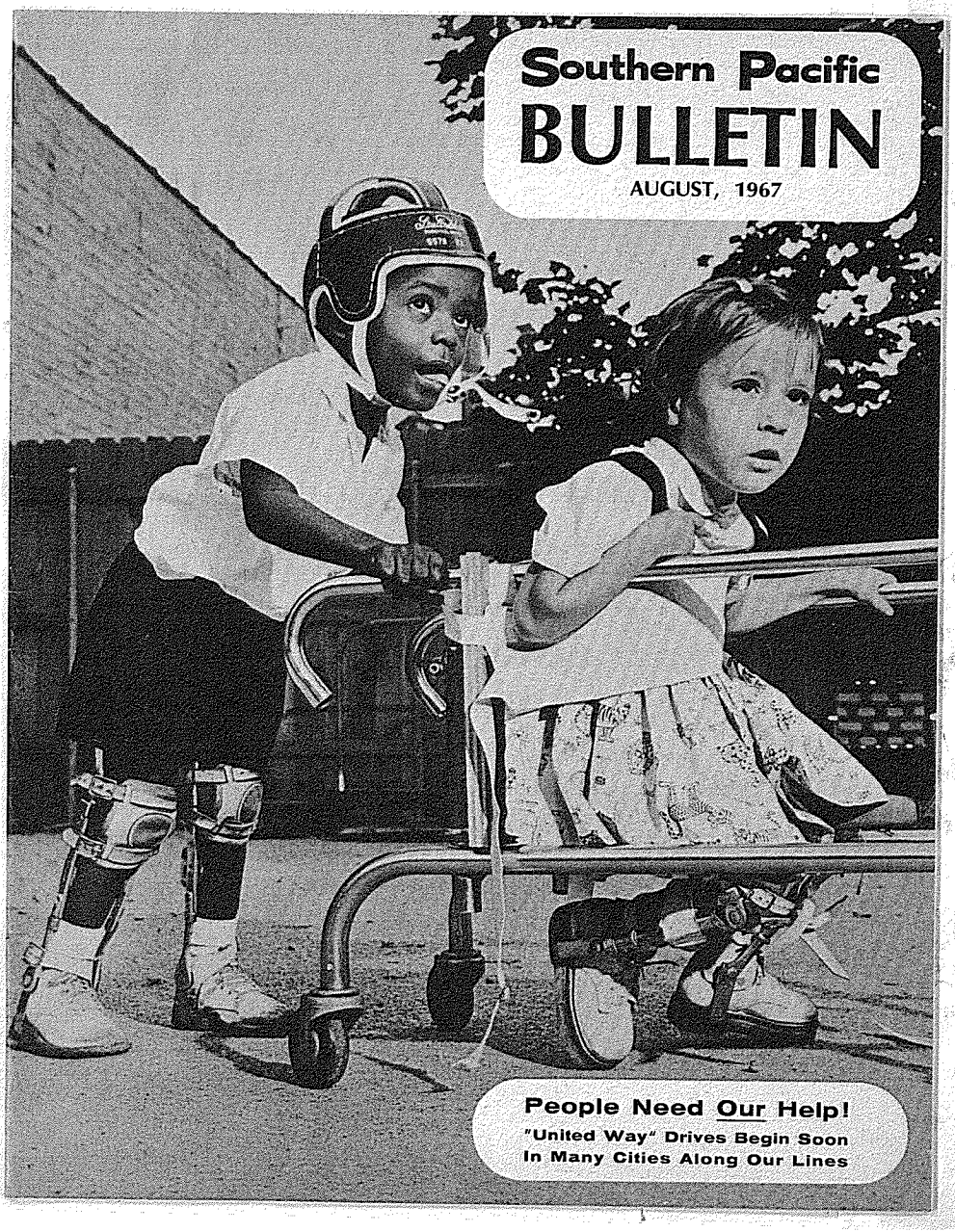
Southern Pacific BULLETIN

AUGUST, 1967



People Need Our Help!

"United Way" Drives Begin Soon
In Many Cities Along Our Lines

WHAT'S NEW?

New Commute Cars

SP has called for bids on 15 new air conditioned, double-deck commute cars to add to its San Francisco Peninsula fleet. In a recent survey, commuters voted 16 to 1 in favor of these double-deckers and made other suggestions which will be incorporated into the new equipment. With the additional coaches, SP will have a total of 46 gallery cars. The new coaches will accommodate about 2,200 commuters now using the older suburban type.

More Microwave

With the recent completion of the Tucson to El Paso link in SP's microwave system, the Company now has more than 2,600 miles of microwave in service. The network extends from Portland, Ore., to El Paso (via San Francisco) and from Sacramento to Sparks, Nevada. Work has begun on a further extension of the network from El Paso to Houston. This link will add another 760 miles of microwave, bringing the SP network total to 3,360 miles — one of the longest continuous spans in the U. S. Microwave sites on the present system are located at various elevations, ranging from 121 feet below sea level near the Salton Sea in California to over 10,000 feet above sea level atop Heliograph Peak near Safford, Ariz. Nine of the towers on the new Texas line will exceed 300 feet in height. One of them, to be erected at Glidden, will be 360 feet high — tallest on the SP network.

Huge Tax Bill

During fiscal 1966-67, SP and its subsidiaries will pay nearly $31 million in federal income taxes and over $32 million in other federal taxes (including taxes for Railroad Retirement and Unemployment Insurance). In addition, SP will pay a variety of state, county and local taxes, bringing its total tax bill to more than $108 million.

Pipeline Being Built

SP Pipe Lines, Inc. has begun construction of about 60 miles of 14-inch line to extend from SPPL's pumping station at Concord, Calif., to Sacramento, via Suisun and Davis. (It will supplement SPPL's present 10-inch line to Sacramento via Stockton.) The new refined products line will cross Carquinez Straits on San Francisco Bay in a trench some 55 feet below lowest tide level. This project is due for completion early in 1968. Another new SPPL line extending some 20 miles from Watson Pump Station (near Wilmington) to Taylor Yard, Los Angeles, is due to begin operating in October. Initially, this 10-inch line will handle railroad diesel fuel only, but present plans call for extending it into the San Fernando Valley to handle commercial and other traffic. With the completion of present projects, SPPL will have over 2,000 miles of lines extending from Los Angeles and El Paso into the consuming areas of central Arizona, from the Richmond and San Francisco Bay areas to Chico and Reno, from Bakersfield to Fresno, and from the Portland, Ore., tank farm system to Eugene.

Progress on Wheel Shop

Work on SP's new semi-automated freight car wheel shop at Sacramento is moving ahead rapidly. The Company is also improving facilities for processing locomotive and passenger car wheels, axles and related equipment at Sacramento, and this work also is progressing on schedule. Target date for completion of both projects, which will cost over $2 million, is December 31. Also under construction are improved wheel facilities at Taylor Yard, Los Angeles.

Stock Plan Growing

As of August 10, 3,279 employes of Southern Pacific and its wholly-owned subsidiaries were investing approximately $100,000 per month in SP stock through the Company's Stock Purchase Plan.

COVER

These two youngsters are receiving expert help through an agency of United Good Neighbors in Portland, Ore., one of many "United Way" organizations which SP people help to support with their once-a-year gifts. See story beginning on page 6.

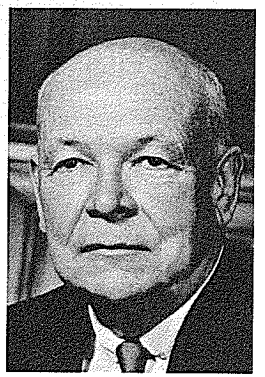
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Editor: Robert G. Ottman Asst. Editor: William M. Robertson

Editorial Representatives: SAN FRANCISCO AREA: **Traffic,** Mrs. Edith L. Johnson/**Accounting,** Mrs. Dina Martin / **Communications,** Charles Griggs/**Mechanical,** Dorothy Nicholas/**Safety,** E. L. Carroll/**PMT,** Mrs. Ree Klinkhammer/ **NWP,** D. C. Kilborn / **PFE,** Mrs. Stella Carver / SHOPS: **Los Angeles,** Victor Schiro / **Sacramento,** Jack G. Palermo / DIVISIONS: **Los Angeles,** J. Ann Macon (Operating), Nancy Reid (Traffic) / **Oregon,** E. R. Mayers (Portland), Grace Pickthorn (Dunsmuir) / **Sacramento,** Johnny B .Walker (Sacramento), Wayne Marriott (Ogden) / **San Joaquin,** Walter M. Williams (Bakersfield) / **Tucson,** H. V. Hixon (Tucson), John Alexander (El Paso) / **Western,** Loretta Madison (San Jose), Florence McClure (Oakland). AFFILIATES: **Bankers Leasing Corp.,** Boston, Mass., E. F. McCulloch, Jr.

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Vice President B. S. Sines Retires at Houston; Cotton Belt's H. J. McKenzie Named to Succeed



B. S. SINES

B. S. Sines retires August 31 as vice president of Southern Pacific Company with headquarters at Houston after 42 years of service.

Appointed to succeed him is Harold J. McKenzie, president of the St. Louis Southwestern Railway (Cotton Belt Lines), an SP affiliate. He will continue as president of the Cotton Belt, and will continue to make Tyler, Texas, his principal headquarters.

Sines has held top echelon positions with the railroad since 1948, first in Mexico where he was vice president and later president of Southern Pacific Company of Mexico with headquarters at Guadalajara, and later as executive vice president at Houston for SP's Texas and Louisiana Lines.

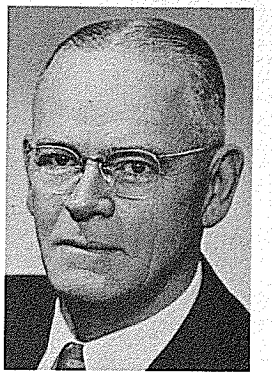
Sines was elected vice president of the Texas & New Orleans Railroad in 1952 when SP's Mexican properties were sold to the Mexican government. He was elected executive vice president in 1955 and, when the T&NO was merged with SP Company in 1961, was elected a vice president of the parent company.

A graduate from Cornell University with a degree in civil engineering, and of the Advanced Management Program of the Harvard University Graduate School of Business Administration, Sines started his railroad career with the Union Pacific in 1921. He later worked for the Illinois Central, and in 1925 joined Southern Pacific as an assistant engineer. He was successively executive assistant, trainmaster, assistant superintendent, superintendent and executive representative with the railroad in California and Utah prior to going with SP's Mexican Lines.

Sines is chairman of the board of directors of Southern Pacific Transport Company and president and director of the Bravo Oil Company and Texas Town Lot Company, all railroad subsidiaries. He has served on several terminal railroad associations with which SP is affiliated, and is active in numerous civic organizations.

McKenzie, a native of Houston, began his railroad career there in the SP Engineering Department after graduating with a B.S. degree from Texas A&M College in 1927. He became successively chief draftsman, assistant to chief engineer and assistant chief engineer before his appointment as chief engineer of the T&L Lines in 1945.

He was named executive vice president of the Cotton Belt in 1951 and was elected president later the same year. The 1,565-mile Cotton Belt serves Texas, Louisiana, Arkansas, Tennessee,



H. J. McKENZIE

Missouri and Illinois and is SP's principal route from the Southwest to the St. Louis and Memphis gateways.

During his engineering career, McKenzie directed important construction and line relocation projects in West Texas. One of these was the famous 1,390-foot Pecos High Bridge spanning Pecos Canyon 50 miles west of Del Rio, one of the highest railway bridges in the world. Completed in 1944, the bridge won an award for outstanding beauty from the American Institute of Steel Construction.

McKenzie holds an honorary LL.D degree from Shurtleff College of Alton, Ill., and has completed the Harvard University Advanced Management Program.

He is a director and member of the Cotton Belt's Executive Committee and chairman of the board and a director of the Southwestern Transportation Company, the Cotton Belt's trucking affiliate.

In addition, he is a director of

(continued on page 4)

the Citizens First National Bank of Tyler, a member of the Advisory Board, Mercantile Trust Company of St. Louis, a trustee of the Jefferson National Expansion Memorial Association of St. Louis, and a counselor of the Texas A&M Research Foundation. He is also a member of the American Railway Engineering Association, the Texas Association of Professional Engineers (of which he is a past vice president), the American Society of Civil Engineers, and the National Industrial Conference Board. ▲



J. J. WILLIS



O. D. GOODWILL

J. J. Willis Named General Supt. of Transportation; Goodwill Moves Up

Joseph J. Willis, superintendent of transportation at San Francisco since 1963, has been appointed general superintendent of transportation, effective August 1. He replaces John P. Griffin, who is on an extended sick leave.

Named to succeed Willis as superintendent of transportation was O. D. (Dave) Goodwill, assistant superintendent of the San Joaquin Division.

C. T. Babers, trainmaster at Yuma, succeeds Goodwill as assistant superintendent at Bakersfield.

Willis began his SP career as an agent-telegrapher on the San Joaquin Division in 1940 and progressed through a number of Operating Department positions until 1953 when he was named trainmaster on the Western Division. He was promoted to assistant superintendent of the San Joaquin Division in 1959, and two years later assumed the same post on the former Shasta Division, where he remained until he was named superintendent of transportation at San Francisco.

Goodwill, assistant superintendent at Bakersfield since January of this year, has been with SP since 1948 when he joined the former Coast Division as a telegrapher. Before being named trainmaster at Fresno in 1963 he held various Operating Department positions on the Coast, Oregon and Tucson divisions.

Babers joined the Company as a switchman at Tucumcari in 1950 and was appointed assistant trainmaster at Carrizozo in 1957. After serving in this capacity at Lordsburg, El Centro and Los Angeles, he was named trainmaster at Gemco in 1963. Later that year he transferred to Lordsburg in the same capacity and in 1965 to Yuma where he remained until this latest promotion.

Other changes in the Operating Department include the following: W. A. Giles, to trainmaster at Yuma; W. L. Kirk, to trainmaster at Tucson; L. P. Marsh, to trainmaster at Tucumcari; and K. L. Miller, Jr., to assistant trainmaster at Salinas.

PFE Piggyback Flatcar Refrigerates Containers

Pacific Fruit Express now has in service an 89-foot piggyback flatcar equipped with a diesel electric generating unit to power refrigerated containers. This car — equipped with special mounts to hold three 24-foot containers or four 20-foot containers — is being used to handle fresh commodities from ports throughout the Pacific to mainland destinations.

The containers, equipped with electrical refrigeration units for steamship handling, are plugged directly into outlets on the car.

This new car provides sufficient power to refrigerate loads at any temperature between zero and 70 degrees Fahrenheit.

"Under this set up," says L. D. Schley, PFE's vice president and general manager, "containers move directly from the ship to the rail car for through movement to destination."

C. T. BABERS



To Obtain Operating Data:

SP 'Runs Trains' on Tape

■ Imaginary trains running over a railroad that exists only on magnetic tape are helping Southern Pacific answer some important operating questions.

Under a program called "Train Performance Simulation," the physical characteristics of virtually the entire SP rail network have been recorded on magnetic tape which can be fed into a computer.

This data includes grades and curves and any speed restrictions that may apply. Also recorded on the tape are the relative capabilities of various types of locomotives, and the rolling resistance of cars, both loaded and empty.

"We can run imaginary trains over this exact model of our railroad between any two points with any amount of horsepower and any amount of tonnage," explains A. W. Keith, general supervisor of diesel power — one of the principal users of the model.

"It helps us determine the most efficient horsepower per ton ratio for any given part of the railroad," he says. "In other words, it tells us how much horsepower we need to move a given amount of tonnage at sufficient speeds to maintain on-time performance. And it also helps us experiment with variations of the power-tonnage-speed ratios."

By using the computer, Keith says, Operating Department officers can obtain information in a matter of hours that would take months and even years to acquire by actually running trains hundreds of times under various combinations of operating conditions.

One of the first railroads in the United States to take advantage of this space age computer technique, SP is also using the model to help determine the best locations for sidings on various routes, and to compare the operating characteristics of diesels with those of locomotives powered by electricity from overhead wires.



THIS IS A RAILROAD? San Francisco Systems analyst Janet Berryhill looks over magnetic tape containing "model" of our railroad used to determine the most efficient horsepower per ton ratio for various areas of SP.

The accuracy of the model has been proven by comparing the performance of actual trains with imaginary trains assigned the same power and tonnage. In one instance, a computer-operated "train" traveled two miles and then stopped. Upon investigation it was found that, through an oversight, the "train" had not been given any locomotives. It was further determined that the grades in the territory being studied would have permitted a real train to roll two miles before stopping.

Work is currently underway on another model due to be ready for use by the Operating Department early in 1968 under a program called Network Simulation.

This model will simulate various operating characteristics of our railroad between Roseville, Calif. and El Paso, Texas. Recorded on tape will be data about 15 terminals between these two points, including the amount and type of traffic generated at each, what time of day it moves and in what direction, the capacities of yards, train schedules and other factors.

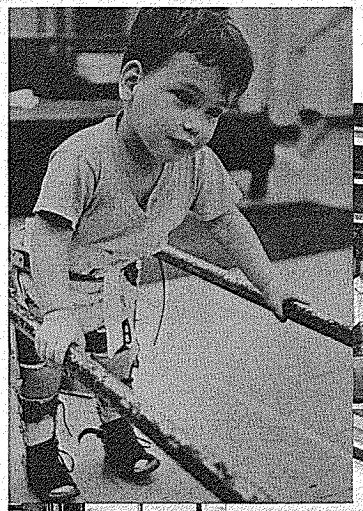
Imaginary trains will be assembled and blocked, and will travel between these terminals, picking up and dropping off cars and performing the other functions of real trains.

The Network Simulation Model will be used to answer such questions as: How many trains should we run, and when should they be run? When, where and how much pre-blocking should be done? What blocking should each yard do and at what time of day? Is it better to run several short trains or fewer long trains? What physical changes, if any, in yards would facilitate our operations?

The program is under the overall supervision of J. W. Germany, general manager, Systems Management Services. Working out the details are P. L. Phillips, senior assistant supervisor, and Systems Analysts Karen Ackerman and Janet Berryhill, all at San Francisco. ▲

SP Honored by A.I.D.

Southern Pacific is one of ten railroads to receive Certificates of Cooperation from the U. S. Agency for International Development (A.I.D.), for its assistance in providing training for representatives of some 30 foreign countries who have been sent to study U. S. railroads during the past decade.



LEFT: When PMT Rate Clerk Darlene Craig and SP Conductor Leo Jenda of Portland visited United Good Neighbor agencies in their city recently, they met youngsters like Timmy, 2, who benefit from gifts given the "United Way." BELOW: Darlene and Leo (standing center) watch volunteers at the Oregon Trail Chapter of the American Red Cross roll bandages for our armed forces. RIGHT: "United Way" gifts provide help for the elderly and bring hope to people of all ages.





People Need Our Help

A hungry child. A family splitting apart. An old man walking alone with no place to go. A pregnant, unwed girl frantically searching for refuge. An unloved, mistreated youngster who sits silently, afraid to play.

Can you help?

Probably not; not by yourself. But your gift given the "United Way" can help support the various community agencies that *do* help.

Last year, men and women of Southern Pacific and its affiliates contributed $443,745 toward the support of these "people-helping" agencies in some 40 communities throughout the system.

The agencies used this money to help care for the sick, find homes for homeless children, treat the aged, give special guidance to the handicapped, conduct medical research to conquer crippling and killing diseases, provide constructive programs for youth, and bring relief to victims of fire, flood and other disasters.

Typical of these "United Way" organizations in the cities along SP lines is United Good Neighbors of Portland, Oregon.

Recently PMT Rate Clerk Darlene Craig and SP Conductor Leo J. Jenda, both of Portland, visited several United Good Neighbors agencies in order to find out first hand what their "once-a-year" gifts mean in human terms. Pictures taken during their tour appear on these pages.

"We saw healthy babies, happy youngsters in clean, wholesome surroundings, and handicapped people of all ages receiving help from experts," they reported. "We were impressed by the competent 'no nonsense' way these agencies go about the daily business of helping people."

They were also delighted to learn that the United Good Neighbors organization keeps campaign costs at a minimum. Last year, these costs came to less than 5 per cent of the total amount raised.

"This means that the dollars we give the 'United Way' go farther and can do much more to help people," Darlene pointed out.

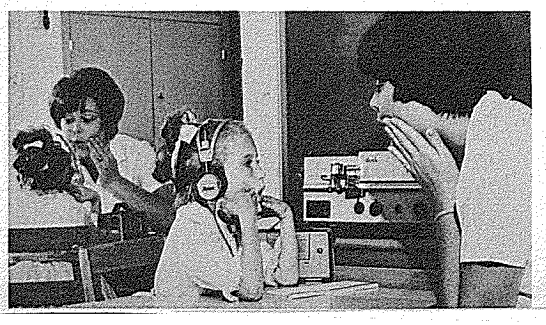
"I wish everyone would visit one or more of these agencies and see what wonderful work they are doing," Leo added. "You couldn't find a better investment than the dollars you give for their support."

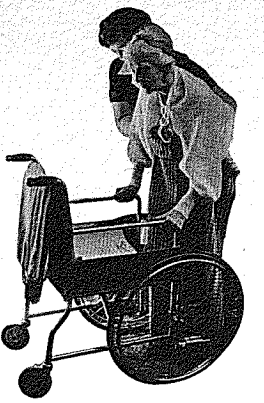
As this issue of the *Bulletin* goes to press, SP people are once again preparing to take part in United Fund, Community Chest and similar "United Way" campaigns throughout the system.

They will be able to take advantage of the Payroll Deduction Plan again this year to spread their pledges over 12 monthly installments.

As they always have, when called on to pledge to this worthy cause, we know they will give generously.

ABOVE LEFT: Darlene makes friends with a bashful youngster at Waverly Children's Home, a United Good Neighbor agency. ABOVE RIGHT: Darlene and Leo visit the Salvation Army White Shield Home in Portland, where they greet a brand new arrival. BELOW: Contributions from SP people help pay for specialized training for handicapped children like this little deaf girl.







Two employes visit "United Way" agencies in Portland — one of some 40 cities along our lines where we help people help themselves.



J. J. O'CONNOR

O'Connor Named to Houston Traffic Post

John J. O'Connor, assistant traffic manager, rates and divisions, at Houston since 1966, has been appointed traffic manager, rates and divisions, succeeding W. C. Neely, who retired earlier this year.



J. E. YOCHAM

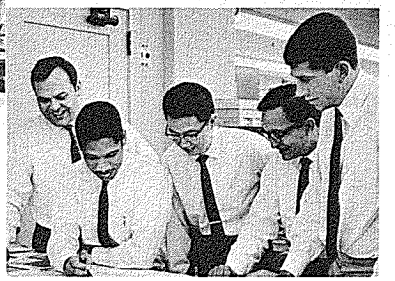
Other changes announced by the Houston Traffic Department, effective July 1, include the appointment of J. E. Yocham, assistant general freight agent as general freight agent; Albert J. Heinrich, assistant to general freight agent as assistant freight agent, succeeding Yocham; Lance N. Monk, assistant to general freight agent, as general freight agent; and W. M. Clayton, Jr., head clerk, as assistant to general freight agent, all at Houston.

O'Connor, who holds an L L.B degree from Benton College of, Law, joined SP as a special representative at St. Louis in 1951, after 17 years of service in the rate department of the Southwestern Freight Bureau there. He was transferred to Houston in 1955 and held various Traffic Dept. posts before he was named asst. traffic mgr., rates and divisions.



The SP bridge design section's "United Nations" in San Francisco includes, l-r, Structural Designers Richard Chao, from Hong Kong; Vahab A. Noori, from Iran; Abdullah Adra, from Lebanon; Vladimir Granitow, who was born in Russia, educated in Yugoslavia, and who lived in Argentina before moving to the U. S.; Nicholas Polyzos, from Greece; and David Wong, who was born in Hong Kong and also lived in Australia. Standing behind them is G. P. Nagtegaal, engineer of structural design, whose parents were Dutch, although he himself was born in the U. S.

All natives of other countries, these structural designers in the Engineering Department's bridge design section at San Francisco include, l-r, David Volkoff, who was born in Peking, China, and who also lived in Australia; Clarence Nichols, from Georgetown, Guiana, South America; Paul Iu, from Hong Kong; Mahendra Mehta, from Bombay, India; and Andre Michel, from Berne, Switzerland. Most of the men in this section attended universities in their own countries and took post graduate courses in the U. S.



Engineering Dept. Specialists

SP's Own 'United Nations'

"We have our own little 'United Nations' right here on the 10th floor of the General Office Building in San Francisco."

So says H. M. Williamson, chief engineer-system, describing the Engineering Department's bridge design section.

Eleven out of the 12 members of this small section's professional staff were born in other countries. Their names and native countries appear in the picture captions on this page. All are graduate engineers, and several have masters' degrees in structural engineering.

"Structural engineers have been in critically short supply throughout the nation," explains G. P. Nagtegaal, engineer of structural design. "At the same time, SP's bridge work has been increasing due to changes brought about by the enormous population and industrial growth of the West and Southwest.

"To solve this dilemma, we went to the universities and hired young men from other countries who have had excellent training, but little or no practical experience. We also made use of the personnel services of the various professional societies in the field.

"Some of these men plan to return to their own countries eventually," Nagtegaal says, "but meanwhile each of them is doing a fine job for us, and at the same time they are gaining the practical experience they need."

In addition to designing railroad bridges, the engineers in this section review designs for grade separations, and maintain precise statistics on about 3,000 bridges and trestles on the Pacific Lines. They are often called on to determine — through the use of this data—whether or not extra heavy loads can safely pass over one or more of these bridges.

Located on the same floor, the Engineering Department's drafting room also has its own small "United Nations," several members of which are pictured on this page. While eight of the department's draftsmen were born outside of the continental United States, all have adopted the U. S. as their own country, and as a group they have accumulated a total of 99 years with SP so far.

These Engineering Dept. draftsmen came here from the far corners of the earth, but all have adopted the U. S. as their own country. They are, rear row, l-r, V. I. Pogojeff, who was born in Russia and who lived for a time in China; F. Camacho, from Guam; and R. C. Garcia, from Argentina. In front are Herbert C. Vargas, from Mexico; Douglas Heen, from Hawaii; and Ilse Arons, from Germany.

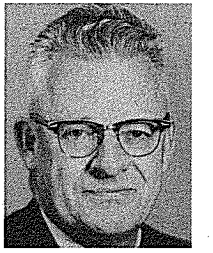


S. M. Houston Dies

Stanley M. Houston, who retired in 1961 as general superintendent of the Mechanical Department at San Francisco after 48 years with SP, died suddenly in Walnut Creek on August 12. He was 69 years old. He began his career as a machinist apprentice.



R. C. NISSEN



J. A. HOLMES

Nissen Retires; Holmes Succeeds

Raymond C. Nissen, assistant chief engineer since 1955, retired July 31 after an SP career which spanned almost 42 years.

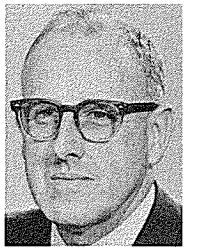
Named to succeed him was Joseph A. Holmes, assistant to the chief engineer at San Francisco.

A University of California graduate in civil engineering, Nissen started with SP in 1925 as a draftsman in the General Office at San Francisco. He was named assistant to the chief engineer in 1944.

During his tenure as assistant chief engineer, SP undertook many engineering projects of major importance. Among them were the $50 million earth fill built to carry SP trains across the Great Salt Lake; the new 78-mile, $22 million cutoff line between Palmdale and Colton, California; and a modernization program for yards and terminals throughout SP's 14,000 mile operating area. Nissen played an important role in all these projects.

Holmes began his SP career in 1936 as a rodman on the Portland Division after receiving a degree in electrical engineering from Oregon State University. After serving as a major in the U. S. Army during World War II, Holmes returned to SP and was named construction engineer in 1955.

Succeeding Holmes as assistant to the chief engineer is Theodore H. Kruttschnitt, Jr. Other appointments in the Engineering Department include the promotion of William W. Allen to public projects engineer at San Francisco succeeding Kruttschnitt; and William R. Paxton to assistant division engineer for the Western Division at Oakland, succeeding Allen.



E. P. AHERN

Ahern Named Asst. To Vice President

Edward P. Ahern, assistant manager of personnel since 1953, has been appointed assistant to vice president in the Executive Department at San Francisco.

He began his career with Southern Pacific in 1935 after graduating from the University of San Francisco, and held various positions in the Mechanical and Operating Departments before his appointment as assistant manager of personnel.



L. C. CHAPMAN K. A. WOOD

Succeeding Ahern as assistant manager of personnel is Kenneth A. Wood, supervisor of employment for SP since 1965. Wood, who attended the University of California and San Francisco State College, started with the Accounting Department in 1952. He transferred to the Employment Department in 1956 and become assistant supervisor of employment in 1964.

Moving into the position vacated by Wood is Leonard C. Chapman, who, except for two years spent in the Army, has been with SP since 1955. Chapman worked as a clerk in the Purchasing Department for five years and transferred to the Employment Department in 1962 as an interviewer. He became assistant supervisor of employment in 1966. Chapman attended the College of Marin where he studied business administration.

The 46th annual reunion of the 21st Engineers Light Railway Society (World War I) will be held at the Canterbury Hotel, San Francisco, on October 12-14. Further information may be obtained from the secretary, George B. Whitfield, 192 Broad St., Eatontown, N. J. 07721.

Labor-Management Committee Seeks Action!

Needed to Save Lives: Better Enforcement of Crossing Laws

A joint railroad labor-management committee is currently calling on key government officials in California, Nevada and Arizona to urge better enforcement of laws requiring driver caution at rail-highway crossings. A similar program is also underway in Texas and Louisiana.

A recent I.C.C. investigation found that the "principal cause of grade crossing accidents is the failure of motorists to stop or exercise due care and caution or to observe and comply with existing laws and regulations."

"Better enforcement of these laws can wipe out the tragic loss of life due to needless crossing accidents," says D. K. Miller, SP's superintendent of safety. "Last year, 1,600 Americans across the nation were killed in collisions at rail-highway crossings. Every one of them could have been saved if the laws had been obeyed."

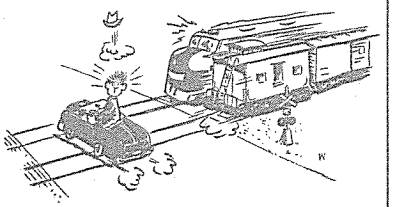
Miller is west coast coordinating chairman of the committee, which includes representatives of railroads serving the western states and legislative representatives of the operating brotherhoods.

To bring the urgent need for heeding safety laws before the public, the committee is:

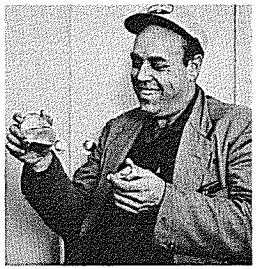
- providing copies of "Safety at the Crossing" (see box on this page) for all high school students enrolled in driver-education courses — more than 320,000 in California alone this year.
- placing stickers on the dashboards of school buses, reminding drivers to stop at *all* railroad crossings. This program is being undertaken in cooperation with the Los Angeles chapter of the National Assn. of Railway Business Women.
- preparing press releases to be sent out over the signatures of sheriffs, police chiefs and other law enforcement officers briefly outlining the laws governing the operation of motor vehicles at rail-highway crossings and warning that these laws will be strictly enforced for the motorists' own protection. SP and other railroad police departments are working closely with the committee in contacting the various law enforcement agencies.

In addition, the participating railroads are compiling lists of volunteer public speakers, ranging from locomotive engineers to division superintendents, who will address civic and fraternal groups on this important subject.

WATCH THAT SECOND TRACK



You have slowed down for the advance warning signs, stopped a safe distance from the tracks and waited for the freight to pass. Don't get impatient now. You may dart out, just as the caboose passes, right into the path of a fast moving train on another track. Wait for the train to clear a sufficient distance to insure good visibility. Never move while the flasher lights are still operating! (Reprinted from "Safety at the Crossing," a pamphlet issued by the Office of the Superintendent of Public Instruction, State of Illinois. Free copies of this pamphlet may be obtained from the SP Safety Dept., Annex A, 65 Market St., San Francisco 94105.)



Happiness is a bottle of gold dust in one hand and a hunk of gold-bearing ore in the other, as shown by Locomotive Engineer P. D. Miller, inventor of a gold-panning machine.

Locomotive Engineer Invents Gold Panner

Pete D. Miller, locomotive engineer from Oakland, a gold miner in his spare time, grew weary of panning gold the old-fashioned way: kneeling, water-swirling, peering and straining. So he set about finding an easier method to pursue his hobby. He invented an automatic gold panning machine, and had it patented.

"It works fine," he says. "You just put gold-bearing ore into the pan and turn the machine on."

Miller, who has been with Southern Pacific 24 years, used his invention recently near Grass Valley, California. He reports that in one hour he panned out two pounds of gold ore amounting to about $1,000 worth of gold dust.

Praise from Our Patrons

"Your company has given us service excelling that of most lines . . . We have found that your trans-loading facilities at Los Angeles have cut our transit time on shipments to West Coast points by at least three days. This increases our marketing position in this area, and could mean considerably more business for us and you, during the coming years. We expect to use your facilities in a continually increasing manner . . ."

Field Sales Manager
Foundry Company

". . . Arrived back at the base at McGuire AFB, New Jersey and the first important thing on my mind, Mrs. King (Mary King, cashier, NWP, San Rafael), was your kind, courteous and considerate handling of my need to return to McGuire. Never ever have I been treated more nicely than the service rendered by you . . ."

Sergeant
U. S. Air Force

". . . The purpose of this letter is to convey our thanks and appreciation to you for the excellent and expeditious service given on a shipment of 200 tires that were extremely rush for our Los Angeles factory."

Traffic Manager
Tire & Rubber Company

". . . Many thanks, 'Smokey', (M. N. Johnson, agent, Reno), for the conscientious interest you have shown in the handling of boats for our corporation through our Sparks warehouse. Your efforts have certainly been beneficial in expediting shipments . . . In 20 years of dealing with your company — I have decided there is only one thing that improves on being situated on a good railroad — and that is having a good railroad agent to deal with."

President
Warehouse Company

". . . Very seldom does anyone do anything that may be classified as 'beyond the call of duty.' Your Mr. Robert Heidenburg (TF&PA, Boston) is such a person. As you know, our product is not an item that many railroad lines fight over, but nonetheless it is very important for us to get our product delivered. His initiative and personal interest in our problem has made it possible for us to now market our product nationally. Without Southern Pacific . . . our future would not look as promising as it does today."

President
Casket Company

". . . Thanks a lot for the help you gave us in getting the propane cars turned around at Houston and on their way back to New Orleans headed in the right direction. We were in a desperate situation and I really appreciate it. Your cooperation was wonderful."

District Manager
Gas Company

". . . Many thanks to you, your organization and many of your people who have contributed and cooperated to bring about the successful movement of these long, glued, laminated girders, all handled without a single bit of damage.

". . . We look forward to moving many more shipments out of the plant by and over the Southern Pacific Company line."

Traffic Manager
Lumber Company

Heavier Loading

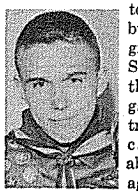
Between 1955 and 1966, the average loading per freight car on Southern Pacific increased fourteen and one-half tons — from 35 to 49.5 tons — as a result of incentive rates and the trend toward larger capacity cars.

Without these heavier loadings, SP would have needed, on the average, more than 2,600 more freight cars available for loadings each working day during 1966 to handle the same volume of business.

Handicapped Youth Named Eagle Scout

Robert W. Diefendorf, quotation clerk in the Los Angeles Traffic Department, has plenty of reason to be proud. His son, Bill, 19, recently became the first handicapped Scout in the San Fernando Valley Boy Scout Council to be named an Eagle Scout.

For more than nine years muscular dystrophy has confined Bill to a wheel chair, but because of his great interest in Scouting his father helped organize a Scout troop for handicapped boys about seven years ago — the third such group in the San Fernando Valley Council.



BILL DIEFENDORF

The troop of 23 boys goes on an overnight camping trip once a month and to camp for a week or more during the summer.

Two of the 21 required merit badges for Eagle Scout were impossible for Bill to earn so the National Council permitted him to substitute, which he did by earning 26 badges in all, including one for railroading. Recently, Bill won the award for Outstanding Handicapped Scout in California.

by Nancy Reid, Los Angeles

the SP Bulletin BOARD

Named to various posts: **James A. Quinn,** retired treasurer, San Francisco, as president of the board of trustees of Alameda Hospital; **E. L. Carroll,** safety supervisor, San Francisco, as western regional director of the Industrial Audio-Visual Association; **Kenneth Herber,** tax agent, Portland, as president of the Lloyd Lions Club; **John Graham,** agent, Tule Lake, Calif., as president of the Tule Lake Rotary Club; **Walter R. Stanley,** assistant chief yard clerk, Fresno, as deputy foreman of Grand Jury for the U. S. District Court in Fresno; **Mrs. Elizabeth Woodside,** secretary to general agent, TOFC, Traffic Department, Los Angeles, as 2nd vice president of the National Association of Railway Business Women; **W. E. Stavley,** local chairman, BofLE, San Antonio, as exalted ruler of the Benevolent & Protective Order of Elks, Lodge No. 837, Del Rio, Texas; **A. J. Castillo,** carman, Houston General Shops, as member of board of directors of Houston-Harris County Economic Opportunity organization; **W. W. Steiner,** district manager, Real Estate Dept., Los Angeles, as president of Armstrong College Alumni Assn.; **C. D. Calkins,** manager of safety and personnel for PMT, as western regional member-at-large of the American Trucking Assn.'s Council of Safety and Personnel; **Virgil M. Murphy,** train clerk, El Centro, Calif., as grand chaplain of the California Independent Order of Odd Fellows; and **John R. Chaffet,** asst. statistician, Treasury Dept., San Francisco, as chairman of the San Mateo County Mosquito Abatement District.



P. H. Boudreaux, special representative, General Manager's Office, Houston, has been elected vice president, District 12, Texas, of the Assn. of I.C.C. Practitioners. He has been with SP since 1942 and was admitted to practice before the I.C.C. in 1962.

Front Line SP'ers Move Up

The following Operating Department employes have been promoted during the past three months to the positions of yardmaster, conductor and locomotive engineer:

HOUSTON DIVISION: To yardmaster: **Kirby Ross.**

LAFAYETTE DIVISION: To conductor: **D. O. Theaux, P. N. Pitt, H. J. Pontiff, G. W. Robinson.**

OREGON DIVISION: To yardmaster: **C. E. Bourland.** To conductor: **K. E. Joslen, P. C. Buckmaster, F. C. Stec, M. L. Derry, L. J. Grupp, C. R. Readen.** To locomotive engineer: **P. E. Patterson, K. S. Winter, P. H. Lynch, J. D. Campoy.**

NORTHWESTERN PACIFIC: To conductor: **D. Robinson.**

Howard Slonecker, industrial engineer, Portland, emerged the big winner at the annual rhododendron show there, receiving four trophies, including the show's top award, the President's Trophy.

Michael P. Hayden, 17, son of Telegrapher and Mrs. **B. P. Hayden,** Crescent Lake, Ore., has received an appointment to the U. S. Naval Academy at Annapolis. **Robert G. Whitcher,** son of **F. E. (Gene) Whitcher,** traffic manager, Phoenix, received a silver medal from Loyola University of Los Angeles when he graduated recently for contributions best representing the "Loyola Man."

Leo J. Fischer, 22, son of City Freight Agent and **Mrs. Leo J. Fischer** of Philadelphia, was accepted by the Peace Corps, following his graduation from St. Joseph's College and will serve in Venezuela for two years.

Appointments

ACCOUNTING DEPARTMENT: **Mrs. C. A. Stewart** and **Mrs. E. P. Hodge** to chief clerks in the Data Processing Department, San Francisco.

MECHANICAL DEPARTMENT: **A. L. Chavez,** to special representative; **A. E. Forbes,** to assistant chief clerk, both at San Francisco.

OPERATING DEPARTMENT: **J. W. Ketchum, Jr.,** to road foreman of engines, Stockton; **G. E. Myers,** to assistant trainmaster, Warm Springs; **W. H. Johnston,** to assistant trainmaster, Salinas; **W. C. Hall,** to road foreman of engines, Los Angeles; **C. M. Hastings,** to acting road foreman of engines, Palmdale.

ENGINEERING DEPARTMENT: **Richard H. Knorr,** to assistant engineer, San Francisco.

TRAFFIC DEPARTMENT: **John H. O'Donnell,** to general agent, Winston-Salem; **J. J. O'Connor** to traffic manager—rates & divisions; **J. E. Yochum,** to general freight agent; **Albert J. Heinrich,** to assistant general freight agent; **Lance N. Monk,** to assistant general freight agent; **W. M. Clayton, Jr.,** to assistant to general freight agent, all at Houston, Texas; **Charles F. Vercelli,** to city freight and passenger agent, San Francisco; **Robert L. Jeffers,** to traveling freight and passenger agent, San Jose; **Larry L. Huffman,** to city freight and passenger agent, Oakland.

Retirements

DALLAS DIVISION: **Lonnie Keggins,** laborer.

HOUSTON DIVISION AND SHOPS: **Gonzalo Balderas,** carpenter; **George J. Hughes,** laborer; **Joe Nowak,** carman; **Harry C. Hansen,** carman; **William R. Toliver,** machinist.

LOS ANGELES DIVISION AND SHOPS: **Harry F. Dostal,** agent; **Max W. Frieseke,** machinist helper; **Ricardo Grijalva,** freight carman-welder; **Frank C. Gulley,** carman; **Francis E. Hurley,** claims inspector; **Paul L. Kochan,** carman; **Pedro S. Acevedo,** laborer; **Charles E. Barr,** locomotive engineer; **Charles A. Chapman,** conductor; **LeRoy H. Wood,** switchman; **Ray R. McKnight,** lead shop car inspector; **Henry O. Mitchell,** sheetmetal worker; **Henry L. Williams,** electrician; **Otis Wright,** ticket information clerk; **Frank M. Young,** locomotive engineer; **Leonard Zuchry,** laborer.



Machinist Helper Tony Silva, right, of Sacramento General Shops, recently caught this 70-lb. sturgeon. Helping him hold it is retired Machinist Emil Muller.

OREGON DIVISION: **Clare M. Bissell,** car inspector; **Cyril W. Jones,** locomotive engineer; **Julius Lobben,** carpenter; **Robert E. Lochner,** machinist; **V. B. Rash,** car inspector; **Louis H. Shindler,** machinist; **R. B. Chapman,** agent-telegrapher; **James R. DeMaris,** locomotive engineer **Harry A. French,** locomotive engineer; **Lester Olsen,** locomotive engineer; **Henry C. Peterson,** blacksmith; **Carlos L. Silva,** locomotive engineer.

SACRAMENTO DIVISION AND SHOPS: **Facundo Olquin,** carman; **George M. Prizmich,** machinist; **Lester J. Robbins,** millman; **Columbus H. Sherrill,** janitor; **John R. Davila,** blacksmith helper; **Felipe P. Espinoza,** machinist helper; **Franklin R. Hutchinson,** welder; **Leslie F. Baumgartel,** conductor; **George Bertagna,** machinist; **Ernest A. Bertucci,** boilermaker; **Virtus L. Brown,** water service mechanic; **Albert Ceragioli,** janitor; **Howard S. Cleary,** brakeman; **Tony Ferro,** carman; **Charles F. Flynn,** telegrapher; **Charlotte Laugenour,** secretary to assistant superintendent; **George F. Lehne,** assistant cashier; **John E. Morgan,** claims clerk; **Jacob W. Ott,** carman; **Robert T. Price,** upholstery helper; **James H. Richardson,** cashier-ticket clerk; **Wesley E. Riddle,** machinist; **Ernest Rivera,** machinist; **Merlin C. Stark,** electrician; **Samuel E. Strasser,** bridge and building carpenter; **William H. White,** machinist foreman; **Peter P. Benton,** blacksmith helper.

SAN ANTONIO DIVISION: **Lorraine M. Murphy,** locomotive fireman; **James R. Burns,** locomotive engineer.

SAN JOAQUIN DIVISION: **Essye L. Chaney,** telegrapher; **Ruth M. Curtiss,** telegrapher; **Carl R. Lewis,** machinist helper; **Earl C. Burgoon,** water service mechanic; **William G. Whitton,** janitor; **Harry A. Schulze,** locomotive engineer.

Recent Roseville, Calif., retirees include Boilermaker Ernest A. Bertucci, left, who had 45 years of SP service, and Electrician Merlin C. Stark, who completed 35 years with SP. Both men had accident-free records.

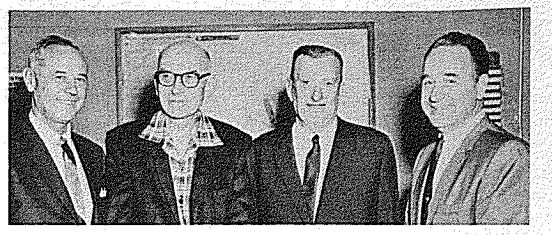




TUCSON DIVISION: **Lorenzo Alvarado,** car inspector; **Jose M. Dimas,** maintenance of way foreman; **Leland S. Holt,** steno-clerk; **Joe Padilla,** car inspector; **Eduardo Payan,** carman; **Jose M. Terrazas,** carman; **Antonio Torres,** laborer; **James H. Wren,** bridge and building foreman; **Basillio C. Caballero,** car inspector; **Earl N. Conley,** maintenance of way foreman; **Elwood D. Gannon,** telegrapher; **Albert S. Guinn,** agent-telegrapher; **Jose Guzman,** machinist helper; **Roy McQueen,** brakeman; **Dolores M. Mendoza,** carpenter.

WESTERN DIVISION: **Charles W. Allred,** switchman; **Carmine Cozzette,** car inspector; **Max J. Lambrigger,** machinist; **Clem E. Lessolo,** brick mason; **Jack Moore,** mail and baggage handler; **Melvin M. Roldan,** carman; **Arthur W. Serel,** assistant stationmaster; **Francis Armelin,** janitress; **Barbara Davis,** coach cleaner; **Antonio J. Herrera,** mail and baggage handler; **Peter Jarona,** car inspector; **John M. McAllese,** bookkeeper; **Jorge G. Mena,** boilermaker helper; **John A. Oglesby,** signalman; **Robert E. Read,** baggage clerk; **Arthur E. White,** locomotive engineer.

OTHERS: **Thomas H. Perez,** loader, Purchases & Stores, Sacramento; **William J. Seery,** printer machine operator, Communications, El Paso; **Gordon S. Bass,** routing and mileage clerk, Equipment & Miscellaneous Accounts, San Francisco; **Walter V. Cline,** section stockman, Purchases & Stores, Bayshore; **Jesse A. Squires,** assistant engineer, Engineering, Los Angeles; **Louis Thompson,** janitor, Real Estate, Los Angeles; **Alfred E. Belling,** chief of mail and baggage operations, West Oakland; **Jesse D. Brown,** road foreman of engines, Tracy; **Roy E. Gilland,** dispatcher, Pacific Motor Trucking Company, Los Angeles; **Clifford H. Schumacher,** passenger ticket agent, Traffic Dept., San Antonio; **Francis B. Peter,** assistant engineer, Engineering, San Francisco; **Norman F. Stieglitz,** traveling auditor, Internal Auditor's Office, San Francisco; **Edward L. Urquides,** senior assistant bridge and building supervisor, Stockton.



Two Purchases and Stores Dept. employes retired at Oakland, Calif. recently with 92 years of accident-free service. They are Section Stockmen J. S. Wheatfill, 2nd from left, with 41 years; and J. J. Ryan, 3rd from left, with 51 years. Shown with them are Asst. General Purchasing Agent G. C. Freeborn, left, and District Storekeeper C. E. Beyer, right.

Deaths

DALLAS DIVISION: Pensioners: **Henry E. Dixon,** extra gang laborer; **Robert L. Vanden,** locomotive engineer.

HOUSTON DIVISION AND SHOPS: Pensioners: **Alonzo C. Harris,** car record clerk; **Tom R. Romines,** boilermaker; **Lloyd Jenkins,** machinist helper; **Tom Hernandez,** machinist helper; **David Grantham,** machinist helper; **Anderson K. Mack,** electrician; **Ernest E. Roch,** switchman; **Milburn J. New,** bridge and building carpenter.

LAFAYETTE DIVISION: Pensioners: **Samuel L. McGowen,** switchman; **Mark D. Wentz,** switchman; **Joseph Stevens,** telegrapher clerk.

LOS ANGELES DIVISION AND SHOPS: **T. O. McMahan,** locomotive engineer; **G. Mills,** electrician helper; **R. B. Moffitt,** locomotive engineer; **O. B. Nelson,** car inspector; **A. M. Orona,** switchman; **J. R. Weber,** switchman; **A. F. Baumgartner,** machinist helper; **J. R. Foley,** switchman; **S. M. Nava,** laborer. Pensioners: **Frank M. Brunson,** machinist; **William O. Hathaway,** telegrapher; **Roy C. Griggs,** clerk; **Jose Soto,** laborer; **Milton R. Klein,** locomotive fireman; **Vincent J. Licata,** clerk; **William G. Gates,** conductor; **Myron A. Sparks,** ticket clerk; **Jonathan R. Sears,** conductor; **Joseph Rieber,** track foreman; **F. F. Orloff,** bridge and building painter; **Roy E. Mock,** electrician; **Elwyn J. Genter,** carpenter; **Harry H. Campbell,** conductor; **John H. Alexander,** chair car porter; **Horace W. Mellus,** conductor; **Howard T. Speak,** loco-

R. S. Appel, superintendent of shops for Pacific Motor Trucking Co. at Tucson, Ariz., has retired after a 25-year PMT career.





Retiring recently with a total of 85 years of SP service, all of it in Revenue Accounts, San Francisco, were Ruby A. Silveria, senior rate and division clerk, and his wife, Estelle, investigator. Mrs. Silveria had 43 years with SP; her husband, 42.

motive engineer; **Enid S. Jones**, porter; **Amos H. Patton**, car inspector; **Perry E. Jones**, conductor; **Lee Sherlock**, carman.

OREGON DIVISION: **R. E. Berry**, conductor; **H. E. Counts**, conductor; **M. J. Fries**, carman; **A. Grant**, laborer; **D. R. Horton**, signalman. Pensioners: **Harry W. Morgan**, blacksmith; **Fred Anderson**, pipefitter helper; **Carl T. Millslagle**, telegrapher; **Edward Kelly**, locomotive fireman; **Herbert D. Patton**, brakeman.

SACRAMENTO DIVISION AND SHOPS: **C. S. Gabbert**, conductor; **A. C. Johnson**, machinist; **D. J. Jones**, carpenter; **L. V. Vasquez**, laborer; **R. J. Wilderson**, head clerk; **L. H. Bilbrey, Sr.**, brakeman; **C. Curry**, machine operator; **M. S. Grose**, clerk; **R. T. Hennessy**, conductor; **B. F. Piatt**, conductor; **W. M. Wilson, Jr.**, conductor. Pensioners: **Joseph F. Santos**, blacksmith; **James H. Chiles**, conductor; **Enrico Del Datto**, painter; **Roman Rodriguez**, section laborer; **Pablo J. Garcia**, janitor; **Burton R. Kerns**, switchman; **Guido Fialdini**, section foreman; **Guiseppe Guidi**, freight carman; **Patrick Dever**, tool room attendant; **Anastacio Moralez**, trackwalker; **George E. Waite**, conductor; **Edgar J. Burke**, general foreman; **Thomas H. Williams**, conductor; **Charlie Plaia**, sheetmetal worker helper; **Cyrus W. Manuel**, telegrapher; **John R. Trusler**, car foreman; **Jose A. Trujillo**, boilermaker; **Vernon L. Webb**, locomotive engineer; **Alfred H. Loughton**, blacksmith; **John C. Medcraft**, locomotive engineer.

Retiring on the same day at Sacramento recently were **L. H. McKinney**, left, stationmaster, who had 47 years of SP service, and **George Lehne**, asst. cashier, who served 21 years with SP and about 40 years in transportation.



SAN ANTONIO DIVISION: Pensioners: **Walter A. Coffey**, assistant general yardmaster; **Raymond A. Reon**, switchman; **Samuel D. Thompson**, carman; **James W. Pope**, machinist; **August C. Offer**, agent.

SAN JOAQUIN DIVISION: **J. Fleming**, carman; **F. E. Beason**, switchman; **D. S. Bullough**, locomotive engineer; **S. F. McIntosh**, car foreman. Pensioners: **John J. Livingston**, conductor; **Jose Gonzales**, carman helper; **Lindsay Hutchison**, sheetmetal worker helper; **Charles A. Madden**, locomotive engineer.

TUCSON DIVISION: **L. J. Benzley**, conductor; **W. A. Christian**, switchman; **S. S. Cole**, telegrapher clerk; **S. B. Eckley**, brakeman; **T. C. Moore**, switchman; **R. H. Reece**, conductor; **W. P. Weatherspoon**, locomotive engineer; **F. L. Polete**, clerk; **J. W. Eschief**, laborer; **B. S. Fields**, agent telegrapher; **R. C. Wright**, locomotive engineer. Pensioners: **Siegfried E. Kurman**, departmental electrician foreman; **Wesley A. Beckett**, section foreman; **Jose M. Ahumada**, boilermaker helper; **Ray W. Wills**, conductor; **Manuel Madril**, coal chute laborer; **Clarence A. Bower**, conductor; **Carroll V. Wilson**, brakeman.

WESTERN DIVISION: **L. E. Dunnette**, switchman; **H. L. Hanson**, locomotive engineer; **E. J. Clark**, chair car porter; **J. W. Colbert**, chair car porter; **E. E. Lukes**, clerk. Pensioners: **Robert Houston**, mail and baggage handler; **Benjamin J. Johnson**, carman helper; **Robert J. Bradley**, chair car porter; **Archie L. Kientz**, deckhand; **John Dysli**, passenger carman; **Mike Bilote**, bridgeman; **Julius Angle**, switchman; **Charles A. Harvey**, business car chef; **Walter R. Sparks**, switchman; **Antonio DeMarini**, carman; **Mark D. Baldwin**, machinist; **Richard F. Gonzalez**, laborer; **Russell L. Reiserer**, yardmaster; **John T. Linehan**, clerk; **Frank J. Kosko**, clerk; **Columbus Gregg**, car inspector; **Byron J. Fitzgerald**, assistant terminal agent; **Massimo Rinetti**, head janitor; **Maynard E. Pence**, electrician; **Gerolamo J. Martino**, stower; **Clarence L. White**, night chief clerk; **Ernest C. Monroe**, switchman; **Myron A. Miner**, conductor; **Charles J. Hoffman**, carman; **Willie C. Crow**, yardmaster; **Leslie J. Clark**, locomotive engineer; **Frank Bowen**, claims adjuster; **William F. Stapleton**, clerk; **Thomas F. White**, signal maintainer; **James P. Stephenson**, saw filer; **Manuel J. Baptist**, track walker; **Blanche Anson**, clerk; **John Musacchia**, track laborer; **John S. Watts**, electrician; **Thomas I. Donaghue**, machinist; **Henry Sims**, laborer.

NORTHWESTERN PACIFIC: **T. H. Seely**, electrician; **C. S. Skelly**, machinist. Pensioners: **Joseph H. Bonar**, brakeman; **Roy A. Mead**, locomotive engineer.



J. M. Hanford, asst. to mail, baggage & express traffic mgr., San Francisco, retired Aug. 31 with 39 years of SP service. His father and grandfather were both SP paymasters and his mother worked as an SP secretary. One or more members of his family have been with SP since 1867.

OTHERS: Pensioners: **Joseph C. Burklow**, assistant freight traffic manager, San Francisco; **Kenneth C. Chidester**, water and fuel supervisor, Los Angeles; **Clarence A. Ehrhardt**, assistant agent, San Antonio; **Uell H. Pierce**, chief train dispatcher, Bakersfield; **Oscar E. Stahlberg**, general clerk, Traffic Department, Cleveland; **David R. Slater**, store chemist, SP Memorial Hospital, San Francisco; **Rufus A. King**, waiter, Dining Car Department, Houston; **Charles L. Shotts**, special claim adjuster, Los Angeles Freight Claims; **Eugene C. Kinnear**, assistant valuation engineer, Valuation Department, San Francisco; **William L. Overman**, district passenger agent, Traffic Department, Long Beach; **Mary A. Donahoe**, clerk, Revenue Accounts, San Francisco; **Raymond G. Cross**, laborer, Stores, Klamath Falls; **Elizabeth P. Lewis**, stenographer-clerk, Traffic Department, San Francisco; **Leo F. Eisfelder**, train news agent, Dining Car Department, West Oakland; **Thomas Stone**, steel gang foreman, Engineering-System; **Robert A. Miller**, revising waybill clerk, Freight Accounts, San Francisco; **Joseph A. Hutchison**, electrician, Los Angeles Union Passenger Terminal; **Nan E. Shea**, head clerk, Freight Claims, San Francisco; **Jerry P. Olds**, waiter, Dining Car Department, Los Angeles; **Charles Pellicci**, crane foreman, West Oakland Stores; **Charles M. Kurtz**, structural designer, Engineering Department, San Francisco; **Homer F. Allen**, car foreman, Los Angeles Union Passenger Terminal; **Nels Kinell**, assistant passenger traffic manager, Traffic Department, Los Angeles; **Edward Williams**, waiter, Dining Car Department, Los Angeles; **Librado Licon**, pipefitter helper, El Paso General Shops; **Frank S. Pierce**, red cap porter, Los Angeles Union Passenger Terminal; **Frank Bukarich**, lead machine hand, West Oakland Mills; **Julius Madsen**, clerk, Revenue Accounts, San Francisco; **James M. Huggins**, chef, Dining Car Department, West Oakland.

Our apologies to Trainmaster C. H. Neill of San Luis Obispo for incorrectly identifying him in a caption last month, and to Principal Asst. Division Engineer C. W. Collins, Los Angeles Division, who is not retiring, for publishing his picture, incorrectly identified, among retirees in the same issue.

1,191 Years of Loyal Service *are represented in the combined careers of the men and women pictured on this page. Best wishes to each of them for a long and happy retirement.*



Pablo Acosta, car inspector, Tucson, 54 years.



J. E. Rodriguez, cashier-clerk, Revenue Accounts, San Francisco, 47 years.



J. H. Weitkamp, asst. cashier, Los Angeles Freight Station, 44 years.



M. W. Hargis, locomotive engineer, Western Division, 39 years.



V. G. Alarcon, freight carman, Sacramento General Shops, 33 years.



G. J. Knoblock, train dispatcher, Houston, 48 years.



Miss Eda C. Cubicciotti, public information clerk, Advertising Dept., San Francisco, 46 years.



B. R. Larkin, asst. chief clerk, Revenue Accounts, San Francisco, 45 years.



Eugene Thompson, brakeman, Lufkin, Texas, 49 years.



B. L. Rogers, carman helper, Sacramento General Shops, 32 years.



E. D. Gannon, telegrapher, Tucson Division, 40 years.



Paul Theriot, B&B carpenter, Lafayette, La., 32 years.



Mrs. Anna Berger, foreign interline accounts clerk, Revenue Accounts, San Francisco, 47 years.



Herman Haeger, machinist, Sacramento General Shops, 43 years.



C. A. Waring, space report clerk, Accounting Dept., San Francisco, 40 years.



A. L. Rodriguez, machinist, El Paso, Texas, 49 years.



B. L. Hampton, signal maintainer, Alpine, Texas, 43 years.



W. L. Lewis, hostler, Houston, 46 years.



Fong Poy Lee, electrician, Sacramento General Shops, 31 years.



Joe Padilla, car inspector, Tucson, 38 years.



Miss Charlotte Laugenour, secretary to asst. superintendent, Sacramento, 44 years.



Mrs. Mattie Lee Gannon, printer machine operator, Communications Dept., San Francisco, 30 years.



E. L. Bull, special accountant, Office of Asst. General Auditor, Houston, 48 years.



Miss Thelma Welsh, bill collectible clerk, Real Estate Dept., San Francisco, 47 years.



Larry Riley, traveling auditor, Internal Auditor's Office, San Francisco, 47 years.



R. D. Philipson, conductor, Tucson Division, 43 years.



Paul Doughty, chief clerk to asst. superintendent, Stockton, Calif., 43 years.

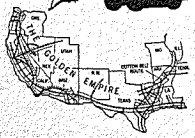


Miss Esther Huenefeld, timekeeper, Office of Asst. General Auditor, Houston, 43 years.



Frozen foods shouldn't lose their cool. Unless they're ready to be cooked and served. So SP carries them to Midwestern and Eastern markets in the frosty-cold interiors of Pacific Fruit Express mechanical refrigerator cars or Tempco-Van trailers, where precise controls can maintain sub-zero temperatures all the way. Last year, over a half million tons of frozen foods were shipped in refrigerated rail cars and piggyback trailers on SP. Whether you're shipping frozen foods or frying pans or frankfurters, SP has the equipment and the know-how. Why not give SP a call?





PACIFIC FRUIT EXPRESS IS OWNED JOINTLY BY SP AND UP

Southern Pacific

Serving the Golden Empire with
TRAINS • TRUCKS • PIGGYBACK • PIPELINES